

SURRENDER OF FLEET THRILLING SPECTACLE

WHITE FLAGS FLEW AT THE MAST HEADS

Germany's Biggest Warship Steamed Slowly Through a Double Line of Allies. Ovation to Admiral Beatty.

(By United Press)

By LOWELL MELLETT

(United Press Staff Correspondent)

Aboard the U. S. S. Arkansas, Nov. 21—(2 p.m.)—Seventy German warships lie in sulky silence in the Firth, their canons muzzles silhouetted against the sky. They are surrounded by more than 200 allied battlecruisers, which are prepared to guard them until peace is signed.

German officers command and German seamen man the vessels, which are minus ammunition and otherwise encumbered.

At 9:10 this morning German naval officials carried out the distressful orders of the German people delivered at the powerful fleet to the allies, who were represented principally by the British navy. Five American dreadnaughts and three French warships took part in the ceremony.

Dreadnaughts.

As far as from the crow's nest of the Arkansas, this episode was most dramatic. First there appeared off the port bow, in direct line with the rays of the sun, the British battleship Colossus, towed by the British carrier Cardiff, which went yesterday to escort the Germans to the rendezvous. A few seconds later, through the hushes of the battle's path, appeared a long, black shape, gradually took the form of a battle cruiser, the smoke pouring from her two funnels. This was the Sodalis.

The Sodalis passed out of the path of the sun, growing indistinct, though still remaining visible.

Another appeared, the Maetze. Then came the Queen Elizabeth, the Dernier and the Vador. They followed file. They all looked alike to the eye at that distance, but the enthusiastic eagles in the crow's nest promptly identified each one.

The Germans found themselves passing between two lines of warships six miles apart. Each ship was 15 miles from the line of German ships.

The allied fleet was divided into squadrons according to the ships' size. As the German's corresponding squadrons came alongside, the allied warships counter-marched and escorted them to the Firth of Forth.

Thus our ships, nicknamed by the British the "Devastation Fleet," in a maneuvering brought the German broadsides to the Highdene, her portar charge, together with a British dreadnaught six miles distant.

While the Arkansas was turning the Friederich der Grosse, leading the battleship squadron, came in sight. She was followed by the Kaiser, the Kaisserin and the Kochel Albert. Then came the Queen Elisabeth, the Kronfuerst, the Marlene and the Kronprinz.

Next was the Karlsruhe, leading the cruisers. Somewhere hidden in the haze, trailed tiny destroyers, escorted by 150 British destroyers.

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Simultaneously with the surrender of the German fleet Admiral Beatty issued his order.

The German fleet must be hauled down at 3:30 p.m. and must not be hoisted again without permission.

After the command was given, the allied fleet moved to the allied fleet recommends that a service of thanksgiving be held at 5 p.m. on every ship, offering homage to God for victory.

The just-up feelings of the Gerls were tested when Beatty's flagship passed back through the lines men and officers wildly cheered. A French cruiser, following the Queen Elisabeth, was also received with cheers, while French, British and American sailors joined in singing the "Marseillaise."

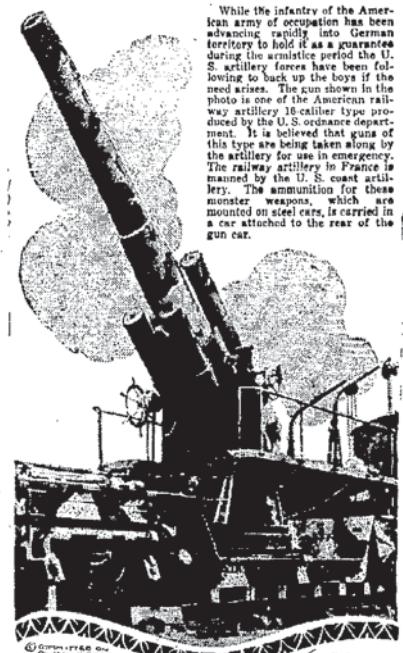
American Ships Present.

Admiral Beatty, commanding the American squadron, was aboard the New York with Admiral Sims as his guest. The other American dreadnaughts in addition to the Arkansas were the Florida, the Texas and the Wisconsin.

Famous British vessels included in the fleet were the battle cruiser Leda, Tiger and Princess Royal. All heroes of the Jutland battle. Their crews were probably the happiest participants in today's events.

Most of the officials and men attended their wives or sweethearts in London, Liverpool, and Le Havre. They said they could not rapid return due to unsettled conditions in Bavaria.

BACKING UP AMERICAN ARMY OF OCCUPATION



REPUBLICANS OPPOSE TAX BILL

Do Not Agree With McAdoo That the Tax For 1920 Should Be Fixed Now.

DUTCH PAPERS SEE TROUBLE AHEAD

Recall History to Show That Kings in Exile Like to Seize Opportunity to Re-Enact Former Role.

STATE DEFENSE COUNCIL NO LONGER NEEDED

Its Affairs Will Be Wound Up Within a Month Albany Announces.

Albany, N. Y., Nov. 22—Preparations are being made to wind up the state defense council within a month. It was learned from authoritative sources today.

This council was created by the legislature in 1916 as an emergency measure after the United States had entered the war. It is held today that emergency no longer exists and the defense council is therefore no longer needed.

William A. Orr, who was recently appointed state director of defense, became secretary of the council.

LOCAL DRAFT BOARDS TO END THEIR LABORS

Albany, N. Y., Nov. 22—Local draft boards of the New York state, are called to complete whatever work they have on hand not later than December 10, upon which date the records of the boards will be sealed by their chairman. All records and files are to be kept sealed and intact subject to further orders by the governor or the provost marshal general.

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HENRY FORD ON NAVAL STRENGTH ALBERT ENTERS CAPITAL CITY RETIRED LIST IN PEACE TERMS

Announces He Will Hereafter Run a Newspaper and Build Tractors.

MOTOR CAR COMPANY TO BE MANAGED BY SON

Newspaper to Be Issued Weekly Will Be National in Scope and Will Express His Personal Ideas and Ideals as to World Matters.

Detroit, Mich., Nov. 22.—Henry Ford will retire from active participation to the management of the Ford Motor Car Company. Ford is going to publish a weekly national newspaper, Edsel Ford, the son, will take his place, and the senior Ford will divide his time between the newspaper and the tractor business.

The new newspaper will be edited by the Detroit News, will be sold at \$1 a copy.

Ford recently purchased the Dearborn newspaper, published in his home town, and his plane seems to be well under way.

H. W. Rowland, war expert of the Detroit News, said to be slated for an important position in Ford's newspaper, gave the following statement, quoting Ford:

"I am very much interested in the future, not only of my own country, but of the whole world," said Mr. Ford. "I am a pacifist and believe in ideals that I believe are practical for the good of all, and intend giving them to the public without having them garbled, distorted or misrepresented."

"I am an optimist, I am a man in small beginnings and for that reason we are taking the small home paper and building on that. We will publish it from the first day and put it up in a building to house it and get ready a new and complete equipment with which that will go forward to the whole of America."

"There will be no new about cruisers till 1920.

"Twenty-nine more submarines will be completed before the middle of next year, giving this country 25 to 40 more under water craft than in 1916 Taylor said.

"Fifty-five sweepers which will likely

be converted into gunboats, 100 boats of the great submarine destruction which today assembled even members of the naval committee, who have kept in close touch with naval officials throughout the war."

"It is my intention to give the paper or news of my personal time and it will not be sold in any way, but national in scope."

"My son, Edsel, has much a grasp of the business of the Ford Motor Company and I am confident that he will be successful in his work with him, whom he grows up here, he has become such an important factor in that organization, that he has relieved me of so much of the work now, and I am sure that that shall leave him largely to himself."

"Edsel has no familiarized himself with all the details of the motor plant in the years he has been connected with the navy department following signing of the armistice."

"Taylor and other small governments have asked to buy submarine chasers, he said.

"The number of craft now in the navy total about 1,000, but a large number of these are of the most makeshift character, he added, and will not be retained."

"The figures for 1920, however, represent a substantial permanent increase."

Admiral Taylor and committee members differed about the strength of England's destroyer force. Taylor said he understood it a very strong way that England had between 300 and 400 of these craft. Chairman Judson said he had been told that England had 500. Several committee members de-masted to know why the United States was building so heavily in those times.

JOHN D. RYAN LEAVES AIRCRAFT BOARD

Wants to Resume His Connection With Copper Production He Tells Secy. Baker.

Washington, Nov. 22.—John D. Ryan, second assistant secretary of war and director of the air service, has sent his resignation to Secretary Baker, effective as soon as convenient.

In his letter of resignation Ryan said:

"I am a labor and industry of the country must be quickly adjusted from a war to a peace basis and the copper production is one of the most vital to the country's welfare. I believe I can do much in helping to bring about stable employment, and I would like to be retained."

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UNITED STATES WILL IN 1920 HAVE 700 VESSELS AS AGAINST 300 IN 1916

Committee Surprised At Work That Is Planned

Members Cannot See Why the Department's Program Should Be Continued Now That Peace Has Come.

Washington, Nov. 22.—By July, 1920, the American navy will have more than twice the number of ships it had before the outbreak of the war, Admiral Taylor, chief of naval construction, told the House naval affairs committee.

This is exclusive of about 350 wooden submarine chasers which the navy expects to sell to other governments or to put out of commission.

Destroyers represent the backbone of the navy's modern stupendous drama, which reads like the scenario of a classic play.

Albert is the hero, and the former villain is the traitor or a double-crosser.

One new dreadnaught, the Idaho, will be commissioned in about a month, Taylor added. Two more, the Tennessee and California, are rapidly approaching completion and an addition of 200 will be done before the summer of 1920.

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COMMERCIAL SECRETARIES CONVENED IN ROCHESTER

Secretary Edward M. Horner of Dunkirk Board of Commerce Attended Sessions This Week.

Secretary E. M. Horner of the Board of Commerce arrived home Thursday afternoon from Rochester where he attended a convention of the National Association of Commercial Secretaries which was in session since Monday.

Mr. Horner also attended some of the sessions of the National Municipal League which also held its convention in Rochester.

1,046 SICK AND WOUNDED BROUGHT HOME IN WEEK

Washington, Nov. 22.—Sick and wounded of the American Expeditionary Forces left for the United States last week, 1,046 in all, according to the latest report.

These men were immediately sent to army hospitals for physical reconstruction.

ALL IS FORGOTTEN

Washington, Nov. 22.—The Senate and clerical committee today voted to recommend that no further action be taken on the resolution for investigation of the speech made by Senator Robert La Follette, Wisconsin, at St. Paul, Minn., September

1918.

Mr. La Follette, who was then

an anti-war orator, was

accused of being a traitor.

Mr. La Follette denied the charges.

He said he had been a good citizen.

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